

THE UNITED STATES COAST GUARD IN ACTION

EDITORIAL PAGE

THE HEADLIGHT

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"Resolve to perform what you ought; perform
 without fail what you resolve" —Benjamin Franklin.

★ On the 4th of this month the Coast Guard attains its 154th birthday. As to the work of this great organization, you are referred to the cover pictures and the feature article elsewhere in these columns. However, we feel constrained to direct your collective attention to the intensive recruiting drive now under way to complete the San Francisco Regiment of the Coast Guard's Volunteer Port Security Force. Some months ago we mentioned in these columns the important war-time service being rendered by these volunteers in guarding ships and port facilities against sabotage and espionage, thus relieving regular Coast Guardsmen for combat duty. The work is interesting and exciting. Ask any Western Pacific worker who has volunteered for this service. Why not join them in this vital task by calling at Coast Guard headquarters, 244 California Street, or telephoning EXbrook 4213, Extension 7? Do it now!

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Our own Ona Tellaisha, Headlight staff reporter plenipotentiary and bond clerk par excellence, left us on July 1st to join the WAVES. Before reporting at Hunter College, New York, the 10th of August, she will visit with her parents in Kenosha, Wisconsin. Jane Littlefield, new Elko reporter, tells us that an even two dozen of the Elko girls gave Ona a nice send-off banquet at The Star (where the Elko elite meet to eat . . . advertisement!). Jane wishes Ona good luck and smooth sailing all the way, in which The Headlight staff and the war bond chairman join.

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Marking one of the greatest forward strides in the history of the Western Pacific Railroad, the first section of our centralized traffic control (CTC) project was placed in operation between Portola and Spring Garden (25 miles) on June 25th and, by the time this issue goes to press, it is probable that the 15-mile section between Spring Garden and Keddie will have been cut in. Before the year ends, it is possible the balance of the project . . . between Keddie and Oroville (76 miles) . . . will be completed. We suggest that you watch for the August issue of Pacific Gas & Electric's PROGRESS, which will carry Editor Randolph McGougan's story on our CTC project.

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We extend a sincere greeting to THE STOCKTON RAILROADER (Editor Charles E. Boyden), a new weekly newspaper devoted to the welfare and interests of railroad employes in Stockton.

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Very recently one of our friendly connections (one of the larger transcontinental railroad systems) boasted it was leading all transcontinental railroads in the percentage of the total average payroll allotted for the purchase of War Bonds through the payroll savings plan. Since Western Pacific worker purchases have produced a higher percentage than our friendly connection for every month since the spring of 1942, with one exception . . . January, 1944 . . . we naturally took issue with the aforementioned publicity. In rebuttal, we're happy to be able to quote Washington's James L. Houghteling, Director, National Organizations Division, of the Treasury Department's War Finance Division, who says . . . "I haven't any hesitancy in saying that the Western Pacific's June payroll savings figures place it in the very top bracket of American Railroads. **There are only one or two interstate railroads whose payroll savings allotments stand at more than 8½% of their total payrolls.** I congratulate you and your fellow workers, whose loyalty and generosity have made this fine record possible. We wish all the railroads in the country would follow your example." Note: Our friendly connection is not one of the railroads Houghteling has in mind!

THE COVER

Photographs courtesy United States Coast Guard Public Relations Office, Twelfth Naval District.

Upper left . . . A jeep from a Coast Guard manned LST (landing ship, tanks) is pushed ashore through surf at Cape Gloucester, New Britain, by Coast Guardsmen and Marines. Coast Guard and Navy manned LSTs participated in the invasion.

Upper right . . . The same LST disgorges a half-track.

Center . . . United States Coast Guard 38-foot cabin picket boat. This type craft is used by the Coast Guard to help patrol San Francisco Bay waters, a job that is, in part, now entrusted to uniformed civilians who devote 12 hours per week to this duty, thereby relieving regular Coast Guardsmen for combat duty overseas.

Lower left . . . Ready for action, this tank splashes out of the open doors of an LST at Cape Gloucester.

Lower right . . . Tropical rains transformed the shore of Cape Gloucester into a quagmire as trucks rolled down the ramp of an LST to struggle through the slime. Mud seems to be linked with war . . . even in the palmy South Seas.

154th BIRTHDAY OF THE U. S. COAST GUARD

★ The Coast Guard, oldest sea service in the nation, will not pause on August 4th to celebrate its 154th birthday.

Men of this heroic, unsung service—which numbers many Western Pacific employes on military leave—are much too busy doing an immense and determined job on all the seven seas and five continents to take "time out".

Now, particularly, when the anxious eyes of America are focused on the invasion of Fortress Europe, it is interesting to note that the Coast Guard is playing a tremendous role.

Graphic illustration of Coast Guard participation is the story by Tom Treanor, distributed by United Press: "I have just returned from France after hitch-hiking on eight ships, mostly Coast Guard", he writes, "Coast Guard craft seem to be all over the channel, snaking survivors out of the water, rushing wounded to first aid, and landing infantry and vehicles on the beach".

To many Americans, the Coast Guard means only light-houses, lookout towers and small white surf-boats that go out in summer squalls and rescue capsized sailboats. But men of this service have already blazoned their seabags with such names as Fedala, Tulagi, Florida Island, Guadalcanal, Sidney, Attu, Amchitka, Gela, Singapore, Murmansk, Salerno, Tarawa and the Marshalls.

The Jap treachery, which plunged this nation into World War II, found the Coast Guard ready for the quick and cus-

tomary transfer from the Treasury to the Navy Department.

And those unheralded peacetime functions, wherein Coast Guardsmen risked their lives on sea missions that others might not die, has enabled them to carry out their war-time assignments so expertly. Traditionally skilled in the handling of small boats in any kind of surf, the Coast Guard was called upon early in this war to help man the landing boats that set Marine and Ranger troops ashore on enemy beaches. In the Solomons there was Signalman Douglas Munro, who, helping in the rescue of trapped Marines, placed his own boat directly in the line of fire to screen the other rescue craft. While manning the tiller with one hand and the machine gun with the other, a Jap bullet struck him. Munro managed four words before he died, "Did they get off?" Truly, this Congressional Medal of Honor winner exemplified the Coast Guard motto, "Semper Paratus—Always Ready".

Another vital Coast Guard duty is Port Security, and here, also, many a Western Pacific employe is helping to do his or her bit as a member of the Volunteer Port Security Force in San Francisco and Oakland. They are helping to safeguard harbors, docks and waterfront facilities of American ports from fire, sabotage, accident and negligence. They are helping to insure the uninterrupted flow of men, munitions and materiel to the fighting forces overseas. AND—they are giving more Coast Guardsmen an opportunity to serve with their shipmates on the invasion fronts.

TRANS-IRANIAN RAILROAD—ELBURZ MTS.—SGT. MILLARD PARKS

★ From S/Sgt. Millard A. Parks (former WP brakeman, Portola) came a letter, dated some two months ago from "Somewhere in Iran," observing on Army life in Iran, with emphasis on the Trans-Iranian Railroad (built in 1937) and some interesting side-lights on life in general and native (in)activity! Commenting on the "Route to Russia," on which he is now working, Millard says . . . "The Iranian State Railway, as it is officially known, runs through several districts in which the Persian Gulf Command is located and includes over 100 tunnels in less than a 1,000-mile stretch; very reminiscent of the Feather River Canyon. The equipment used on this road is more like some old hogger's nightmare. They use spring-enclosed buffers on both ends of freight cars and locomotives and the coupling devices are similar to the old-fashioned link and pin couplers discarded years ago in the States. Ballast and grade alignment are more of the aforementioned nightmare and, with the ever-increasing flow of supplies to 'Uncle Joe', some of the boys aged ten years in their first few trips. However, the Americans, as always, made the grade. And what a grade!" Millard continues . . . "We've received lots of praise from the Russians, who assure us that without the good work in the Persian Corridor, there might have been some different war stories written. The U. S. Army is to efficiency in winning wars what the Western Pacific is to the best railroading traditions of the western United States. Keep one thing in mind . . . the only thing the U. S. Army can't do, is lose!" Millard also speaks of temperatures as high as 148° in May, with summer just beginning. This statement of Millard's is corroborated by Major Donald England, of the Military Railway Service, who, speaking of his experiences in the Persian Gulf Command on NBC's ARMY HOUR, May 7th, mentioned temperature in the sun going to 185 degrees, with 125° in the shade not unusual! Millard also makes some passing reference to the liquor problem. It appears that Vodka, or "21", as they call it, ranks highly, being known affectionately as "sudden death" or "white lightning". About such things The Headlight staff knows little, but passes the

information on to those with superior knowledge on the subject!

Major England, elaborating on the Iranian problems during the Army Hour program, gives us an even better idea of the conditions with which Millard and his associates must contend. The Major said . . . "Iran is probably the most foreign country our troops are fighting in. Even India is better known. In Persia our men are fighting sabotage and the unseen enemy of time and climate. When we took over the Trans-Iranian Railroad, it had both German and British locomotives with vacuum brakes, but very little of the rolling stock had brakes at all . . . and they had chain couplers. The Trans-Iranian roadbed was designed for perhaps two trains a day. We are running many times two trains a day now across Iran, carrying lend-lease supplies from the Persian Gulf to Teheran. We use Iranian crews, with American soldiers to supervise the work . . . and this is no small job. In the early days, the schedule was an unknown quantity. If the engineer got hungry, he would stop for lunch, or go home to get it. When the day was hot, he would stop for a nap! Donkey caravans found our right-of-way ideal for a highway. From the Gulf north the country is flat and arid. Farther north, temperatures in the mountains will go to zero and below." This railroad has hauled more than 1,000,000 tons of lend-lease tanks, guns and food across the middle east to Russia to support Soviet offensives.

The Trans-Iranian Railroad runs north from the Persian Gulf, bisecting a 150-mile stretch of desert before struggling to heights of more than 7,000 feet in the Elburz Mountains (Iran). The WP has a station in Nevada called Elburz at mile-post 683.3, which Tom Brown may discuss one day in "What's in a Name".

According to Kermit V. Sloan, of the Wall Street Journal (horrors, a capitalist!), the wide extremes of temperature make the Trans-Iranian the most intolerable railroad in the world to operate.

Hy-Lites

By JACK HYLAND

★ We all know the "Invasion" took place on June 6th and that the men comprising the landing party included many husbands, fathers, sons and friends of someone at home, but it wasn't until recently we learned two of our Western Pacific friends were involved. First news came from **Sgt. Connie Murphy** (Car Record) dated June 24th; the second word from

Cpl. John Buckingham (Telegraph) dated June 25th—with both letters bearing a heading . . . "Somewhere in France." John writes he has been on French soil for three weeks and that his outfit (2nd Eng'ring Bn) landed 20 minutes ahead of the Rangers, and while "Murf" doesn't give any particulars, he's in the 2nd Armored Division, so assume their group landed shortly thereafter. **We are very proud of you boys**, for it is only because of your efforts together with the many other men fighting on battle fronts around the globe, that this world will again be a place in which we all can live . . . **according to our own desires and in safety from future aggression.**

Ralph M. Allen, TM2/c, writes **Leon Sherwood** (Eng'r Dept.) he has saved a lot of "folding money" since entering the services and upon returning to San Francisco, intends painting the town . . . **and he doesn't mean "PINK."** An enclosed photograph shows Ralph with a 2½ months growth of whiskers.

Wish to extend belated congratulations to **Mrs. and Mr. Bill Stout** (Auditors) on their "16th anniversary" last June 30th. Knowing Evelyn and Bill personally, I'm sure these years together have been happy ones . . . and so will those of the future.

Traffic Dept's masculine population further depleted last month when **Tom Kearns** resigned to accept position with the **AiResearch Mfg. Co., Los Angeles**, and **John Moran** accepted position with the **McBee Binder Co., San Francisco**. In departing—Tom (with 11 years) and John (with 15 years service with the Western Pacific) leave behind many friends who extend congratulations and wish them the best of luck in their new ventures.

A few months ago we mentioned **Lt. Bob Grace** (Pass'gr Dept.) was a "Bomb-gater" on a new B-29 Superfortress. Since then we have learned the B-29 is making frequent visits to Japan, so we soon may have a **Western Pacific representative** on future flights and reversing the usual practice . . . by giving them the business.

It shouldn't be difficult for anyone to locate our Oakland, Cal., City Ticket Office, if they are really up to date—for the address is "1944". Guess **Jos. Wheeler** is already making inquiries concerning the location across the street at "1945" for next year's ticket rush.

Cpl. Al McQuaid (Car Record) has been transferred from Arizona to Mather Field (Sacramento, Cal.) as a "flight mechanic." In case you didn't know . . . since entering the services, Al married his San Francisco fiancée. (Why not bring her around the next time you're around the General Offices?)

Existing hostilities . . . may have changed our mode of living, but to **Bill Racine** (Aud. Pass. Accts.) it isn't anything new, because he has always initialed his letters with . . . "W.A.R."

We not only beat Walter Winchell but also Jimmy Fidler on these two . . . **Don and Louise Cathcart** (nee Kern-AF&PA) are expecting a visit from the "stork" sometime during December. Understand tentative names have been selected and the infant will be either "Kent" or "Kathleen." **Ruth Bettis**, nee Law (formerly Traffic) is also preparing for December. Both families will have a very nice Christmas present.

Lt. John Skinner (Traffic) now in Italy, writes: "Wonder how it would feel to sleep on a full sized bed with a 'Simmons Beauty Rest' mattress and have breakfast in bed at 10 a. m.? Really don't know, John, not having experienced such ecstasies, but when you return . . . **Let's try it.**"

Lt. "Ace" Arnall (conductor), the man with two marriage proposals from the Sierra Ord. Depot (Hurlong, Cal.) girls, wrote **J. C. Hoover** (Asst. to GM) about seeing **Bob Kilgore** (brakeman-Keddle) running trains in Italy and doing a good job. I'll wager he's also doing a good job at running the Germans.

Letter from **Cpl. Ray Boyer** (Traffic) now stationed at Finney Gen. Hospital, Thomasville, Ga., discloses his wife, **June**, is also working at the same hospital. (Presume this is an unusually satisfactory arrangement, Ray, and please accept my belated congratulations on your "1st" anniversary as of June 1st.)

Well, what do you know. Understand **Roy Larson** (Asst. Treasurer) is our very best "stand-in-line'er," for on two separate occasions when Roy saw a long line of people in a store, he promptly joined the line without asking any questions. Net results . . . **Kleenex** and **another difficult to get commodity.** (How about an invitation Roy . . . either or both, would help my cold.)

We knew it wouldn't take long . . . but were surprised to learn the **Air Medal** has been awarded to **Lieut. Bruce Heilman** (Car Record) who is stationed somewhere in the South Pacific as a co-pilot with the Army Air Forces. This information was secured from the "Times-Star", Alameda, Cal. (Bruce's home town newspaper and will have to await a letter from Bruce to learn the full particulars which earned the award.

With thanks to **A. D. Thatcher** (Special Agents) we learn the whereabouts of a few of his "boys": **Warrant Officer Erwin Borden** recently visited the famous "Isle of Capri," and hopes to shortly visit Berlin; **Sgt. Elmer Carlton** (Fort Ord) expects to shove off soon, maybe to his boyhood playground . . . **Hawaii** (hmmmm—what a place to play); **Staff Sgt. Clarence Cox** (some place in England) writes that a stick of chewing gum will buy anything from "nothing to the best they got." (Natural question is—who is "they"). Have more about **Bergman, Vekander, Volk, Langston** and **Davis**, but will hold for next month.)

THE DISTAFF SIDE

By Barbara Spacher

★ Railway clerks will be interested to know that at a meeting of the Commonwealth Club's Section on Industrial Relations, held July 17th, General Chairman McCarthy, of the Brotherhood of Railway Clerks, Western Pacific Railroad, addressed the members on the subject "What is happening to the railway clerks and what can be done about it?" Dick traced the history of his organization from its inception in Sedalia, Mo., in 1899, to the present day and called attention to its growth from a 10,000 membership in 1918 to 275,000 in 1944, and representation of clerks on close to 100% of the nation's rail mileage. After dwelling on the subjects of compensation, working agreements and other current phases of the clerks' condition, Dick offered the proposals of railway training of personnel and improved personnel work on the part of rail management under the head of "What can be done about it?" At the conclusion of his talk, Dick answered in brisk fashion many questions put to him by the section members and, via the grapevine, your columnist hears that the section members consider this meeting one of the best of their series to date. We hope that, through the efforts of men like Dick, there will in time be a closer understanding between railroad management and railroad labor. ★ ★ ★

The eighth month of the year, originally Sextilis, was renamed August in 12 B. C. by the Roman Senate in honor of Augustus, the first Roman emperor, who succeeded Caesar as the ruler of the Roman Empire after that worthy was killed and the subsequent she-nanigans ceased. Born Caius Octavius, a grandson of the sister of Julius Caesar, Augustus was a title of honor granted by the Roman Senate and thus he was called the remainder of his life and since. Augustus was a reformer of no mean repute, succeeded in revitalizing the Empire during his reign and his establishment of the Pax Romana (Roman peace) is considered to have made possible the civilization of the Roman Empire. On his record, no doubt, he was entitled to have a month named after him!

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Vacation days are here again. Time was when we'd jump into the family chariot and visit one of our western wonderlands, or maybe even get on a train for the pleasant relaxation afforded by such a trip. Now, with little gasoline and uncomfortable conditions on trains, a vacation requires really heavy planning, unless we've a garden in which to putter or things to do to, or in, the house. In any event, it's certainly good advice to stay off trains—for many reasons. Let's save those train vacations for the end of the war so we may thoroughly enjoy them. Then you can get a doctor easily when Junior falls down and breaks his leg! Or drive 60 miles an hour getting to your favorite trout stream! (Of course, you won't catch anything anyway, but it'll be fun trying!)

THE WESTERN WAYFARER

MONTE DEL DIABLO

By Thomas P. Brown, Publicity Manager, San Francisco

(Copyright, 1944, Thomas P. Brown)

EDITOR'S NOTE—For many months Tom Brown has regaled us in these columns with interesting stories about names, initiating "What's in a Name?" covering localities along the lines of the Western Pacific, Sacramento Northern and Tidewater Southern; then broadening the scope by including other places of interest and those currently appearing in the headlines. With no idea of concluding this work, but recalling Tom's intriguing "Little Stories," begun several years ago, I've proposed and he has agreed, that he alternate "What's in a Name?" with "The Western Wayfarer," permitting him to roam as far afield or a-sea, as the mid-Pacific or, if fancy dictates, the South Seas. This, then, is the first of the new series of vignettes and I'm sure you look forward with me to adventurous word trips to the romantic and historic spots of the western world.—W.C.M.

★ "Ancient Mount Diablo watches the tides of time and life come and go. What the future will unfold to its gaze; who can say? A civilization grander, perhaps, than anything this world has yet known, may some day throb at its feet."—Mae Fisher Purcell in the Contra Costa Gazette, Martinez, California.

Diablo, the "Mountain of the Devil," geographic center of Contra Costa County and most conspicuous landmark in Central California, visible from the Western Pacific Railroad as it traverses Livermore Valley, and Vesuvius have certain features in common. Conical in outline, both rear their heads in the cerulean blue of sunny latitudes. Both are about the same height, Vesuvius averaging about 4,000 feet above sea level, Diablo being 3,849 feet in altitude. Each has a lower companion peak: Somma in the case of Vesuvius; Eagle Peak in that of Diablo. Vesuvius is 10 miles from the city of Naples; Diablo is 25 miles (airline) from San Francisco; both cities being on world-famed bays.

Here these two noted mountains part company. Bleak and barren, Vesuvius is a volcano, whereas Diablo, on whose slopes oaks take deep root and wild flowers revel in variety and beauty, is a child of the primordial sea. The area from which Mount Diablo rises was once, according to Professor Bruce L. Clark of the University of California Museum of Paleontology, an island in an inland sea as large as the Mediterranean, now the Great Valley of California, drained by the Sacramento and the San Joaquin rivers which have their confluence in Suisun Bay near the base of Diablo. That is, Diablo is a complex geological structure developed by faulting and folding. Eon by eon the story is told in the series of Coast Range formations based on Diablo. Fossils of marine shells corroborate the record. There have also been found on Diablo the fossil remains of the three-toed horse, the mastodon, the camel and other vertebrates which tell of the geologic ages far, far distant.

Because of its isolated position on the western edge of the Great Valley, the summit of Diablo, reached on "high gear" highways, affords a view on a

clear day that is truly magnificent. All told, 600 miles of the Cascade Mountains and the Sierra Nevada are seen as one looks to the north, east and south, with Mt. Shasta, Lassen Park, Half Dome of the Yosemite and Mt. Whitney in panoramic sequence. On the west may be seen San Francisco, Mt. Tamalpais, and the Farallon Islands of the Pacific Ocean. Thirty-five of the Golden State's 58 counties appear in the cyclorama—a landscape almost equal in area to that of New York State. No wonder the Federal Government established, more than 90 years ago, a monument on the summit of Diablo as base and meridian for surveys from the Oregon line to the Tehachapi Mountains, and from the Pacific to the Nevada-Utah line.

Diablo State Park (2,042 acres) was created by the California State Legislature in 1921, State Senator Will R. Sharkey of Martinez having fathered the measure. A feature is the Garden of Jungle Gods with fantastic rocks such as La Rana (The Frog), La Ballena (The Whale) and El Perro (The Dog). The old Mountain House is no more, but on the summit is the Museum Building, and a powerful beacon, not in use at the present time.

Diablo figures prominently in early California biographies: Pedro Fages and his fellow-explorers, first white men to tread its slopes (1772); Juan Bautista Anza, who passed this way in 1776; Dr. John Marsh whose rancho was at its base; Josiah Dwight Whitney, for whom the highest mountain in the U. S. proper is named, who explored this terrain; and others, including John Muir, John Swett and Bret Harte.

As to the name, Nellie Van der Griff Sanchez cites the report of Gen. M. G. Vallejo to the California Legislature in 1850. Vallejo told of a battle on Diablo between Indians (Bolgones) and Spanish soldiers. During the fray a plumage-decorated figure emerged from a cave. This embodied spirit turned the tide in favor of the Indians. He was known as "Puy" or "Pui", the Evil Spirit, i. e., The Devil. Hence: Mount Diablo. Later the Indians were subdued by Lieut. Moraga. See Bret Harte for another version: "The Legend of Monte del Diablo."

SPORTS REVIEW

By Jack Hyland

★ The regular bowlers of the Western Pacific Bowling League and quite a few new players (expect a full five-man team from Oakland), are anxiously awaiting the commencement of the 1944-45 bowling season. At present it appears there will be at least eight teams, with a possibility of ten teams, which is quite encouraging considering our league has relinquished about 20 keglers to the Armed Services. To these men in the services, wish to say . . . they'll be with us, even if only in memory and in anticipation of their returning some day real soon.

The new schedule opens on Thursday night, August 17th, at 6 p. m., at Henry Golobic's streamlined 40-lane "DOWNTOWN BOWL" located at Jones and Eddy streets, and will begin our "3rd consecutive year" of play (both Winter and Summer Leagues) at the same establishment, proving Mr. Golobic is a perfect host and owner, and is ably assisted by two regular fellows—Dave Rivera and Jimmy Miller, in making all our keglers feel right at home.

This season will mark the Western Pacific Bowling League's fifth year of existence, and handling the affairs of the league during the coming 1944-45 season, will be the newly elected officers: Bill Stout, President; Bill Hatfield, Vice-President; Parker Swain, Secretary, and Earl McKellips, Treasurer.

The defending Champions of last year, the Transportation Team, will be endeavoring to retain the "Perpetual Trophy," with earnest intentions of being the first team to have their names engraved thereon for the second time, as will the teams representing the Freight Accounts (1940-41); Traffickers (1941-42) and Freight Agents (1942-43).

A proposed change in the awards contemplates the winning team of this season's play receiving individual little "oscar" instead of the medal award, as in the past . . . which should make all the teams try a little harder, by having a full team every night and hitting the head pin more often.

Let's go . . . and may the best team win!

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Am sorry illness prevented my attending recent testimonial dinner held at the Palace Hotel on July 24th, in honor of Elmer "Red" Irwin, newly elected "President" of the American Bowling Congress, but understand our league was represented by Pres. Bill Stout and Spencer Lewis.

Beaty, A. J.
Birdsall, H. G., Jr.
Bond, L. W.
Carrico, F. C.
Gibson, P. O.
Hancock, R. H.
Hoxsey, W. A.
King, B. F.
Long, T. J., Jr.
McGinnis, R. V.
McNabb, J. F.
Moore, J. E., Jr.



Neal, G. P.
Osterdock, John
Otis, W. H.
Rankin, F. M.
Riley, C. E.
Satterfield, J. P.
Solorzano, M. C.
Sowles, E. K.
Stansberry, R. E.
Taber, G. K.
Taber, W. D.

RICHARD MORRIS SAWYER RETIRES

★ After almost 34 years of continuous service with the Western Pacific Railroad, "Dick" Sawyer retired on July 15.

Born in St. Louis, Missouri, May 12, 1872, Sawyer worked for a number of railroads, including the Denver & Iron Mountain, before coming to us on July 22, 1910, as one of the "charter members" of our accounting department. When he retired last month he lacked only one week of rounding out 34 years in our office of the auditor of freight and passenger accounts.

Because of his initials, his associates quickly nick-named him "Rocky Mountain" Sawyer, and so he is known to this day.

"Dick" has seen our railroad grow from infancy . . . he has seen personalities come and go . . . he has labored long in the job of his choice. We hope he will enjoy many pleasant years of well-earned rest.

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KIRKMAN - LOGGINS

★ On June 13th, in Reno, Gladys Kirkman trainmaster's clerk at Portola and Headlight staff reporter, married Robert L. Loggins, engineer, who has been with the WP for several years.

Gladys is a native of Illinois, and "Bob" hails from Virginia.

We wish them all happiness.

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ROBERT McILVEEN, JR., PROMOTED

★ "Bob" McIlveen was promoted to road foreman of engines, headquarters at Stockton, effective July 16th.

Born in South Norwalk, Conn., in 1893, McIlveen came to us in August, 1917, as a fireman and was promoted to engineer in August, 1925. At the time of his recent promotion he was handling the Trevarno local.

McIlveen served as general chairman of the Brotherhood of Locomotive Engineers for several years.

ROBERT ELI MILLER EDWIN CHARLES EAGER WALLACE JOEL BRADLEY WILLIAM JAMES FERGUSON

★ Robert E. "Bob" Miller will retire as car foreman at Oroville after more than 26 years of service with the WP. Before coming to us, Bob worked for the Illinois Central, the N-C-O, the LA & SL, the Santa Fe and the SP, joining our organization at Elko in April, 1918, as car foreman. In 1921 he was transferred to Oroville as car and wrecker foreman. He was born at Hickory, North Carolina, in 1875. We wish him many pleasant years in retirement after the fine work he has done for so long with the WP.

Edwin C. Eager, who succeeds Miller, began with us in 1925 as a carman helper, was promoted to carman apprentice a few months later and completed his apprenticeship in 1929. He was promoted to car foreman at Westwood in 1932, to car foreman at Winnemucca in 1933 and to car and wrecker foreman at Elko in 1936, the position he held just prior to his recent move to Oroville as car and wrecker foreman.

Wallace J. Bradley, who succeeds Eager at Elko, is a native of Texas. He began with us as a carman in 1936, became a car inspector in 1937, and later car foreman at Portola, the position he held until the recent changes.

William J. Ferguson has been appointed car foreman at Portola, succeeding Bradley. Ferguson first came to us in 1923. Shortly afterward he left but returned in 1924 as a car repairer, later becoming a car inspector at Portola. He was born at Covington, Kentucky, in 1900.

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DOLLARS FOR INVASION

★ Even though the Fifth War Loan Drive has been brought to a successful conclusion, we must all continue to buy those extra bonds and increase our payroll allotments whenever possible. Let's keep on "investing in the invasion".

UTAH AND NEVADA NEWS

By Tom Aldridge

★ Leonard "Bud" Velsir became assistant superintendent, DC & H department at Wendover on July 1st.

J. J. McGraw, of San Jose, has been appointed night roundhouse foreman at Wendover to succeed "Bob" Crum-packer, who was transferred to Elko. Day roundhouse foreman "Bob" Colvin returned from a Sacramento vacation with the report he had a good time visiting with "all the boys."

Chaplain William B. Downey is one of the most avid fans of the Wendover Wings baseball team. At their home games, the chaplain is first in the stands — by the time the game ends the parson has played every position on the field from behind the backstop and is completely fagged. He does about everything to win a game but don a uniform.

Lucille Bailey, better known as "Tennessee", after being dog-watch hash-slinger at the Wendover "beanery" for over a year, now wears sun-glasses to get used to working on the day shift.

Elsie Spangler, telegrapher and poet laureate of the desert, is back on the job after two weeks leave of absence which she spent in the sun (?) in California, returning with a tan and her two small sons, who will make their home with her in Wendover.

Pvt. H. M. Brown, formerly telegrapher at Wendover and Knolls, passed through Wendover on his way to Knolls in early June after receiving word, while on furlough in San Francisco, that his mother had passed away at Knolls.

Henry Wallock, roundhouse clerk at Wendover, visited at Mount Pleasant, Utah, on his vacation.

Verne A. Nelson, formerly car inspector at Winnemucca, is now store-keeper at Wendover.

Pvt. Joseph Romano, Wendover Army Air Base, has developed an interesting part-time hobby. Using GI soap as a medium and an assortment of home-made implements as carving tools, Romano recently held a one-man show of soap carvings at the post library.

Major Herbert W. Fogle, of Denmark, S. C., arrived here recently to assume his new post as commanding officer of the base squadron, replacing Capt. George H. Wygant, assigned to another station. Major Fogle just returned to the States after 16 months in the European-African theater as group executive officer.

To save the lives of crew members who have been forced down in isolated places during training flights, the 2nd Air Force Headquarters at Colorado Springs, Colo., has inaugurated a Search and Rescue Section and recently designated Wendover Field as one of the unit stations to aid in this work. With a UC-64 plane assigned to this task, the two-man crew — completely equipped with food, equipment and medical supplies for stranded flyers — is ready to take off on a moment's notice to cooperate with other stations in mapping out searching party activities.

RANDOM

★ S/lc **Ernest Pershing Howell**, USNR, formerly at our Elko shops, has been commended by the Navy for his part in action against enemy aircraft in the Mediterranean Sea, according to announcement by 12th Naval District Headquarters. Ernest, as a member of a Navy gun crew on a merchant ship, SS Francis W. Pettygrove, participated in fighting off German planes, though his ship was torpedoed. Four German planes were shot down and the ship, saved from further damage, was towed to Gibraltar.

Another hero is Staff Sgt. **Walter A. Powell**, former brakeman at Portola. Recently we heard Walter had been presented with the Air Medal and the Bronze Oak Leaf Cluster for meritorious achievement on aerial combat missions. Walter is an armorer gunner aboard a 13th AAF medium bomber and has participated in more than two dozen missions in the Solomons and Rabaul areas. On the heels of this announcement comes another stating that on June 12th Walter was awarded the Oak Leaf Cluster in lieu of an additional Air Medal! Congratulations.

Pfc. **Lynn Kirkman**, USMC, spent a week at home in Portola on furlough.

The arsonist, if any, operating around Oroville, gave our freight depot a try, but only half succeeded. Necessary repairs will be undertaken soon, if not already.

Stockton traffic representatives are working on the organization of a local traffic or transportation club. Our former associate, **Roger Dreuhl** (now traffic manager for the Pollock-Stockton Shipbuilding Co.) is active in the work.

Word comes from our own Sgt. **Richard H. Crum** that he's in Italy with Lt. **A. W. "Ace" Arnall** and T-5 **Lyle Carpenter** doing a job on the Italian railroads. From what we've heard, they're doing good work. We've also heard from Lt. Arnall, who is busy opening up railroad yards and yard offices in the wake of our advancing forces. He says, "you can tell the world the 715th is proving American railroad ability." You guessed it . . . the 715th is his battalion!

The husband of **Irene L. Jones**, general clerk in our Stockton freight office, is now a prisoner of the Japs. He was a steel worker on Wake Island when the Japs attacked and eventually captured that American outpost after the now historical heroic resistance of the United States Marines.

Some weeks ago, **Dave Spowart**, superintendent of car service at GO, was entertained at a luncheon honoring his 21st anniversary with the WP. The guests report an enjoyable time.

Chris Coughlan, operator at Wells, reports that many agents and operators on the Eastern Division, when through with their reading matter, bundle it up and throw it aboard troop trains, adding that many cherished letters have been received from the boys

in the South Pacific in thanks for this gesture. Coughlan says the title for this might be "hard-boiled rails with soft hearts." Nice going!

RT 2/c **Orren K. Prentiss**, USN, former Western Division brakeman and son of Assistant Trainmaster **Phil Prentiss**, wrote late in June that he was graduated from the radio material school in Washington, D. C.; was assigned to amphibious duty and sent to Camp Bradford, Norfolk, Virginia, to wait for an LST. The RT means radio technician, and Orren can tell you it took plenty of cramming to make it!

—The Editor.

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EASTERN DIVISION SHORTS

By Jane Littlefield

★ Major **Lester Lear**, former brakeman, recently visited the Elko office. He is now stationed at El Paso, Texas.

We extend our deep sympathy to **Dennis Daly**, whose father was accidentally killed in our Stockton yard late in June. Also to **Peggy Phillips**, whose father passed away after a prolonged illness . . . and to **Genevieve Frantzen**, whose sister passed away at Reno.

Telegrapher **W. H. Kirby**, Herlong, is in Portola Hospital. Becoming suddenly ill on duty, he was quickly removed to Portola. We have not yet received word of his condition, but hope he is getting along satisfactorily.

Telegrapher **Angie Ella Hansen**, Burmester, is now in the Deaconess Hospital, Spokane. She is being relieved by **Goldie Howard**, of Reno.

Barbara Ogilvie, steno to Master Mechanic **Bill Parry**, has recovered from the chicken pox, spots and all.

Newcomers to Elko: **Kellog Orgain**, from Oakland; **Lester Miller**, from Seattle, and **Frances Young Test**, from Reno.

Trainmaster **Jimmy Lynch** vacationed around Elko, fishing and visiting with his brother and sister-in-law (from Pueblo, Colorado), who were in Elko at that time.

Agent **Wilbur F. Goldsberry**, Burmester, in addition to being one of our most capable representatives, is now local chairman for the ORT.

Hannah Bowler, ace stenographer, who has been with us for a year, is now working for Chief Dispatcher **Harry Yoe**.

We hear, though it has not yet been officially confirmed, that former telegrapher **Bill Stevenson**, of Winnemucca, has made the grade as a Marine at San Diego.

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EASTBAY GRAPEVINE

By Bob Runge

★ If you weren't at Temescal Regional Park Sunday, July 2, you sure missed a mighty good time. It was a gala event and a vote of thanks should be given to "**Judge**" **Heagney**, "**Long-Haul**" **Lindee**, "**Whistler**" **Bettencourt**, "**Coffee**"

Peterson and "**Money-Bags**" **Sevey** for a job well done.

Hal Nordberg looked mighty sharp on the mound, but because yours truly doesn't throw as accurately as he used to, Sacramento Shops won the ball game 7 to 4. I was a ba-a-a-d boy. But, gosh darn it, it wasn't done a-purpose. "**Cookie**" **Citron**, "**Babe**" **Welch**, "**Flash**" **Mittelberg** and "**Shorty**" **Copenhagen** looked like big league material; "**Speed**" **Costello** wore himself out before the game hitting fly balls. The attendance was estimated at 2,000. However, 1,995 were on the other side of the dam swimming!

Leo Ennis was taking candid camera shots all over the place and he got a good one of **Tom Kearns**, cigar and all. Incidentally, Tom's daughters did all right in the races. Later he confided that he'd had the girls in training for two weeks before the picnic. Here's a better one than that: **Spen Lewis** trained for a month and then slipped and fell and came in last! **Frank Murphy** claimed that he would have won (the same race) if there hadn't been so many elbows shoved in front of him. For shame—wonder who could have done that?

Didja notice that **Roy Larson** is getting quite a paunch; you know, food gone to waist! (I should talk!) "**Tarzan**" **Schoeplien** cut quite a figure in his "tights." "**Ale**" **Hyland** was very busy sampling everybody's lunch; for a little guy he sure has a large appetite. **Lee Brown** was a real pal when he brought out a "cold one" after the ball game. **Al Potter** spent most of his time giving the girls a lesson in bridge—at least that's his story!

Ken Stoney didn't show up; he was playing golf. It's a sin the way people play golf on Sunday—the way some people play. Army duties prevented **Capt. Paul Shelmerdine** from attending; however, he was ably represented by his charming wife, Evelyn. After lunch, **Harold Heagney** suffered from indigestion; indigestion: that's failure to adjust a square meal to a round stomach. **Vern Geddes** should have had indigestion after winning the pie-eating contest. Boy, did his wife shove pie into his mouth (and face) fast!

Roy and **Elsie Thomson** were early arrivals; Roy is getting like another Roy mentioned above. "**By**" **Larson's** little girl, **Bonna**, celebrated her sixth birthday at the picnic, and **Uncle Oscar** helped cut the cake. It was good cake, too. Judging by the size of the box **Bill Fautleroy** brought the family lunch in, Bill must have been pretty hungry.

Johnny Carroll was there incognito—dark glasses! **Bert Lewis** won \$4.00 in War Stamps. That tall gentleman with the light hair (?) was **Orval Hatfield**. The couple that showed up late was **Dave** and **Audrey Spowart**. Audrey is a typical housewife—when the phone rings she reaches for a chair. **Frank Rauwolf** was looking for a dry cow—he wanted evaporated milk for his coffee. All right! All right! I'll quit now.

RETURN POSTAGE GUARANTEED

THE WESTERN PACIFIC CLUB
526 Mission Street
San Francisco 5, Calif.

WESTERN PACIFIC CLUB PICNIC A SUCCESS

★ Held at Lake Temescal National Park, the WP Club picnic was undoubtedly enjoyed by all who made the trek to Oakland. The turn-out was greater than expected in these gasoline ration days.

The Sacramento Shops sent down a softball team which proved too experienced for the GO boys. Though out-hit 7 to 6, Sacramento won the game 7 to 4. We'd prefer not to mention the errors!

The usual picnic races were run, being won by one, or in some cases two, of the participants. This was in the usual tradition. The "main event" . . . a dash of considerable yardage for adult males . . . was won by Hal Nordberg, with Howard Sevey a very close second.

Swimming was enjoyed by some, but the principal activity seemed to be eating. Frank Rauwolf is to be commended for his faithfulness at the soft drink and ice cream stand.

We were happy to note the large number of children in attendance, and we must also record that feminine pulchritude was in considerable evidence.

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STOCKTON NOTES

By Bette Elliott and Gene Neri

★ This is the feminine half of this column back on the job after sleeping through last month's column (truth is, one W. C. Mittelberg kept me busy on the 5th War Loan drive!)

Congratulations to **Fireman and Mrs. Eddie DuBrutz** on the arrival of a baby girl, who will answer to **Andrea Lynn**. **Ed. DuBrutz**, night yardmaster, Stockton, is grandpa. Also congrats to **Engineer and Mrs. J. A. Grubbs** on the arrival of a son in Oakland. **David Robert** is his name.

Gene Goodrum, formerly Sacramento Shops, has replaced **Joe Crowden** as roundhouse clerk. Joe is now in Oroville. We're glad to have Gene with us.

Clarence "Cooky" Doane, car foreman, is back after a fishing trip up Portola way. He's told no fish yarns, but sports a fine sunburn.

Fireman **"Swede" Johnson** and **Thomas Griffin** have answered Uncle Sam's call. "Swede" is now wearing khaki and Tommy is wearing Navy blue. **Eddie DuBrutz** (the new papa) is also leaving for the Army.

The roundhouse extension for Diesels is completed. With the interior painted white, the suggestion has been offered that men working on these engines be attired in white . . . and with the laundry situation what it is!

SACRAMENTO SHOPS

By "Hy" O'Rullian

★ Congratulations to Nurse **Edna Spratt** on her appointment as chairman of the Industrial Nurses' Section, District 7, of the California State Nurses' Association, comprising some 50 nurses in the various Sacramento industrial plants.

Pvt. Robert C. Morris, former special apprentice and son of Master Mechanic **Leo Morris**, was a shop visitor while home on furlough. Robert is with the U. S. Infantry, stationed at Camp Butner, Durham, N. C.

Marion F. Barnes has been assigned chief timekeeper, and **Mary K. McKin-**non assistant timekeeper. Timekeeper **Mildred Griesheimer** recently returned from a vacation spent at Champaign, Illinois.

Congratulations to Boilermaker **Chas. Rolfe** on his recent marriage.

Two new office workers . . . **Pauline Leighton**, shop and car clerk, and **Delores Tierney**, comptometer operator . . . are attracting considerable attention from other shop workers. Pauline is married and Delores is engaged, so don't allow your hopes to rise too high, boys!

Thanks to **Vivian Riley**, **Marge Sked** and **Lillian Navonne** (SF general office) for sharing their sandwiches with Sacramento ball players at the early July Lake Temescal picnic.

Attractive **Barbara Spacher**, associate editor of The Headlight, drew the attention of several Sacramento ball players at Lake Temescal. Lucky we won the game!

The Store Department has assigned **Roy E. Falquist** as assistant accountant and **Al E. Madan** as section stockman, Store 5. Comptometer operator **Alma Smith**, store department, has just returned from an Oklahoma vacation. Wonder if the girls in the store department have come to a decision as to which boy has the prettiest eyes! We'd like to know!

Rodney Tomlinson (rank ?), former carman, now in the Army, stationed at Pecos, Texas, was a recent visitor. Rodney says he almost froze to death in sunny California! He'd change his mind if he were here now!

WESTERN DIVISION NOTES

By Agnes Welch


★ Vacations may come and vacations may go, but the railroad business, like the brook, just goes on . . . and on . . . and on. Had a very uneventful, but quite enjoyable, vacation . . . spent most of the time looking at the scenery in various pamphlets describing America's wonderlands and of the big and little fish that I can't—and perhaps never will—catch . . . well, I can dream! Many thanks to **Bill Banyard** and **Dan Irwin** who so capably pinch-hit for me last month.

Head Timekeeper **Charlie Brandt**, Assistant Timekeeper **Mason Hall** and Bridge Inspector **Gordon Switzer** have returned from their vacations looking as though most of their time was spent on the beach . . . this valley sunshine is marvelous!

Eileen Frost, asst. file clerk, recently appropriately described one of our new 481 class engines, pulling No. 39 into the Sacramento passenger station, as "just like something out of Buck Rogers' Adventures." These new super-engines are now working on Nos. 39 and 40 between Oakland and Oroville . . . the water columns along the line had to be raised to accommodate them!

D&RGW general agent **Marlowe Jensen** was a recent visitor at the superintendent's office, bringing with him a letter from **Cpl. Hal Jensen**, former secretary to our superintendent. Hal is now somewhere on the invasion coast of France and reports his bunch pumped the first gasoline on the continent during the current invasion; that he picked up his first souvenir of the war—a German officer's Leuger revolver; that it's raining and that he's working long hours, quite easy to believe. Hal's spirit is fine. We wish him the best of everything and a safe, speedy return home.

We welcome the following new employees to the superintendent's staff . . . Victory Tax Clerk **Rollo Gish** and stenoclerks **Alice Altshuler**, **Ruth Greenberg**, **June Rasica**, **Emily Robinson** and **Jean Miller**.



57 Jessie Street
San Francisco